



SEBASTIAN

THE *Luffkin* LINE

JANUARY-FEBRUARY • 1962

They who are content to remain in
the valley will not get the grander
view from the mountain top.





OIL FIELD PUMPING UNITS

THE *Lufkin* LINE

GEARS FOR INDUSTRY



JANUARY • FEBRUARY, 1962
Volume 37 Number 1

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Virginia R. Allen, Editor

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OPPOSITE PAGE: Mt. Rainier from Mirror Lake
—Gene Ahrens, New Milford, N. J. Photo

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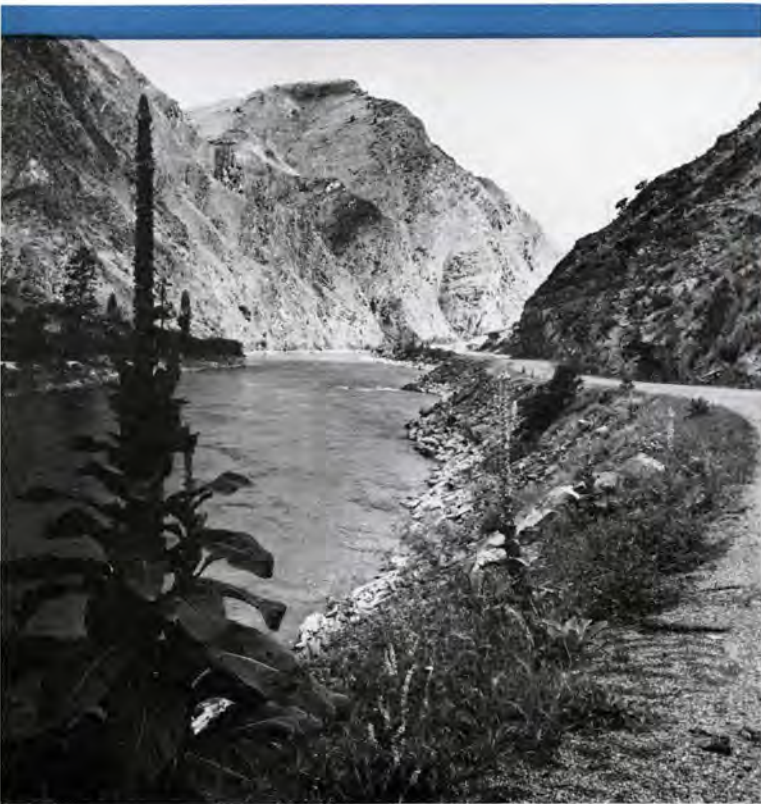
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TRAILERS FOR EVERY HAULING NEED



FASCINATING HELL'S CANYON

By Ralph T. Burch



IDAHO'S famed North-South Highway 95 runs along the rim near Hell's Canyon just out of Riggins, Idaho

Idaho State Board of Publicity Photo

HELL'S CANYON, shared jointly by Idaho and Oregon, begins at Kinney Creek, where the tumultuous Snake River roars its way northward between huge, uplifted masses of the Seven Devils and the Wallowa ranges. Here, above the raging Snake, mountain after mountain piles its walls skyward in volcanic desolation. Although neither so well known nor so kaleidoscope in color as the Grand Canyon, Hell's Canyon is classed as rougher, deeper, and narrower between the rims.

Capt. W. P. Gray piloted the steamboat *Norma* safely through it in May, 1895. Accounts of this feat were repeated in newspapers for 50 years, until his death.

The canyon averages more than a mile in depth from rim to river. A height so vast that often the two elevations are experiencing different seasons of the year. Its walls do not rise in one great step—they soar in terraces above the Snake. Captain Benjamin Bonneville, who made the original maps of vast sections of the American West, discovered,

in trying to climb out of this gulf, that “although already at a great elevation, we were merely as yet upon the shoulder of the mountain.” Geographers believe that only canyons hidden in the fastness of the Himalayas may exceed this yawning gulch.

Although the Snake River flows between lofty hills and precipices for 149 miles along the Oregon-Idaho boundary, the lava-and-granite core of Hell's Canyon itself is only forty miles of this total. In this forty miles, the river descends thirteen feet a mile as it tumultuously gnaws the chasm still deeper, leaving a scar approximately ten miles in width, measured from Seven Devils on the Idaho Rim to the dark bluffs of Hat Point and Black Butte on the Oregon wall.

The Grand Canyon of the Colorado splits a flat desert plateau, but Hell's Canyon twists through a labyrinth of peaks. Hell's Canyon does not have the bright colors of the Grand Canyon. Its palisades are dark bluffs that frown down on the river



HIGH above Hell's Canyon, sheep graze in rich mountain pasturelands

Idaho State Board of Publicity Photo

in gloomy grandeur. Yet for all its grim appearance it is the more hospitable chasm. The rocks of the Grand Canyon are naked. Bunch grass and hackberry bushes grow profusely in Hell's Canyon, fodder for deer, elk and mountain lion. The difference is due to the different climatic zones.

In the Colorado's swirling rapids the water is so heavy with sludge that it supports no fish life. But the Snake, clear and cold, is inhabited by trout, two and three hundred pound sturgeon and Chinook Salmon.

Part of the fascination of Hell's Canyon is its far-flung remoteness and the scant literature about it—it is not even mentioned in the *Britannica*. It is an American lost horizon. Even the routes of empire and exploration have touched the great chasm fleetingly. The first west-bound Americans, Lewis and Clark, encountered, in 1805, constant perils in the 4000-foot gorge of the Salmon River, which flows into the Snake in Hell's Canyon. Boats upset, supplies were lost, men sloshed through icy water up to their armpits. In the words of William Clark, "This formidable barrier compelled us to strike out over the mountains once more."

Six years later the Astor expedition tried to

TIMBER clings only to the upper levels of Hell's Canyon, blending into the far-off purple of the chasm walls

Idaho State Board of Publicity Photo





THIS is Stanley Lake. North of Stanley Basin, the Salmon flows past rocky cliffs and hills, and westward lies the primitive area

—Ernie Day Photo Courtesy Dept. of Commerce and Development, Boise, Idaho



ONE way to see the real majesty of Hell's Canyon is a flat-bottom boat trip down the Snake River

—Dept. of Commerce and Development Photo, Boise, Idaho

force its way through Hell's Canyon, for the Snake seemed an easier route to Oregon country than the ranges piled around it. They soon had to leave the canyon and scale the precipitous walls. It required a week of exhausting effort. On the Snake, the exposition left the graves of the first white men to perish in the Pacific Northwest.

Few places are more difficult to reach by car. The solitary road to Hell's Canyon is not advised for the timid tourist. From the Oregon town of Enterprise, is a sixty-mile drive on dirt and gravel to Hat Point, a Forest Service lookout just north of the deepest section of the chasm. Six miles of this road, above the jumping-off settlement of Innaha, were hacked from the basaltic bastions of the Innaha River Canyon. It is wide enough for only one car and has no guard railings. Yet no tragedy has ever occurred on this road, probably



LOG drive on the Salmon—River of No Return
—Dept. of Commerce and Development Photo, Boise, Idaho

Right: MOUNTAIN sheep think twice about scaling the cliff pathways along the river—but the route is a boulevard to complacent burros

Idaho State Board of Publicity Photo



because drivers negotiate it at only four or five miles per hour.

Riggins, Idaho, on U. S. 95, is the other major entrance to the great chasm. It means a trip over a rutted road that ends in the Nez Perce National Forest, then a thirty-mile trek to the brink of the canyon, and it offers access only from July until October, when the Seven Devils Range is moderately free of snow. The Idaho wall plunges more sharply to the river than the Oregon slopes across the Snake. Its terraces are more precipitous and its summits higher. He Devil Peak, towering 7900 feet on the Idaho rim, is so far above the thin strip of water that a blue haze seems to fill the abyss, adding to the feeling of mystery.

Hell's Canyon is remote and legendary even to people who live comparatively nearby. Its forbidding trails are unknown to men who have spent their lives within sight of He Devils jagged summit.

If Hell's Canyon is virtually unknown, so is the river that carved it. The Snake rises near Jackson Hole and Yellowstone Park in the Wyoming Rockies and flows 1038 miles to the Columbia. Its watershed includes almost all of Idaho and large

parts of Oregon, Washington, Wyoming, Utah and Nevada.

Hell's Canyon is the river's supreme achievement. It is not a gorge in the classical sense, for Hell's Canyon is a conglomeration of hills, bluffs, escarpments and palisades. One section of the chasm may be a promontory as lofty as three or four Empire State Buildings. Just upstream may be a long grassy slope on which elk can forage. At one point Hell's Canyon may have a gravelly beach where a prospector can pan for colors or a fisherman drop a lure for salmon. Across the river the Snake may lap against a wall as smooth as glass.

Like a fortress guarded by moats, the great abyss is barricaded by lesser canyons—the 2200-foot defile of the Innaha in Oregon and the 4000-foot chasm of the Salmon, the River of No Return, in Idaho.

There is an ironic symbolism in the fact that the canyon is not only the boundary between two states but also the line separating Pacific and Mountain time zones, for time as well as geography is lost in this vast cleft.



THIS view is looking north from top of mill. Conveyor at left is driven by Lufkin HI-Q Gear 456D, 29.0-1, 200 HP. Center Conveyor delivers aggregate to surge pile driven by Lufkin Gear 320D, 30.1-1, 125 HP. In the extreme background, Lufkin Gear 320D drives conveyor emerging from pit behind orange grove on the right

HARVEST

By V. J. Fawcett

JUST think of all the expressions there are about rocks—such as “solid as the Rock of Gibraltar,” or “people who live in glass houses shouldn’t throw rocks,” or if some guy changes lanes on the freeway without warning, we say “that jerk must have rocks in his head.”

And then there is still another department and it is not uncommon to hear people crying out “make mine over the rocks!”

If your kids are between the ages of 13 and 19, you will know all about the most unclassified aggregate of all called “Rock around the clock,” and for Christmas, “Jingle Bell Rock.” And other jargon, like “Rocks of Ruck,” “Rock Bound,” and “Rock Hound”—oil man’s expression for a petroleum geologist, and everyone knows that timeless old hymn, “Rock of Ages.”

In Southern California, however, it’s still another story. When people think of rocks, they think

of Consolidated, and the two are synonymous.

Consolidated Rock Products Company, serving industry for more than 50 years, is devoted to the business of quarrying, developing, producing, classifying and distributing of its principal products—rock, sand and gravel, and ready-mixed concrete.

Open house was held November 4, 1961, to unveil this newest and most modern facility of its kind on the Pacific Coast, Consolidated Rock’s Orange County Plant located at Orange, California. The cost of this expansion project was \$2,100,000.

ONE thousand tons per hour of aggregate is received by the 124-foot high Mill to be processed and classified, screened and scrubbed





INSTALLED on top of 130-foot high structure, Lufkin 456D Hi-Q Reducer transmits 200 HP at 1170 RPM, 29.0-1 ratio. One thousand tons per hour of aggregate dumps into the head box conveyed by a 550-foot long belt with a rise of 124 feet



THIS is the main pit. An electric shovel works at 130-foot depth. Shown here are No. 3 and 4 pit conveyor belts

OF ROCK

Pictures on these pages reflect the operations at the new Orange County Plant. From the main pit, raw unclassified material flows by conveyor belt from this 150-foot deep pit at the rate of 1200 tons per hour and at a speed of 500 feet per minute. Five separate conveyors varying in length from 600 feet to 1200 feet carry raw aggregate to the top of the refining or classifying facility. The belts are 36 inches wide.

As material descends by gravity from the top of the 120-foot high processing structure, a series of shakers, crushers, scrubbers and other modern high speed screening equipment, delivers rock, sand and

gravel products into storage facilities ready for delivery.

A fleet of over 200 ready-mix trucks, over 200 truck and trailer units and 100 miscellaneous vehicles are on the go around the clock serving industry all over Southern California.

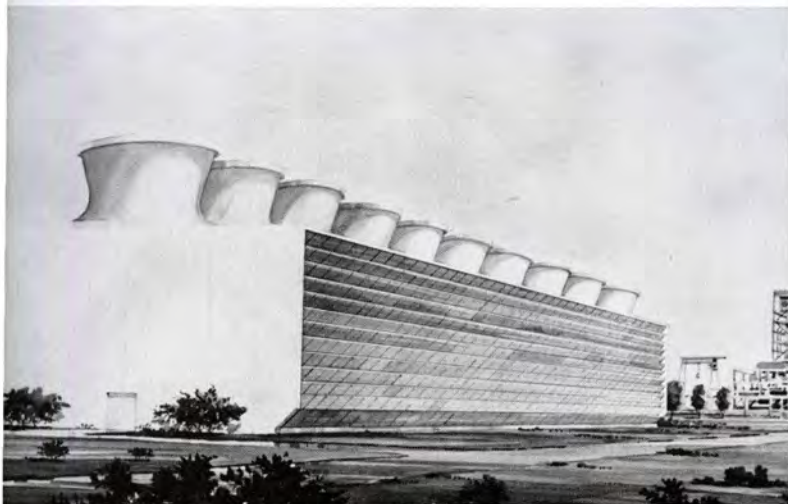
The Orange plant is only one of six production plants and 25 ready-mix concrete facilities operated by Consolidated Rock.

The Consolidated men responsible for the design, engineering and construction of these plants are Verl Peterson, mechanical engineer; and Herb Harger and Jack Blair, engineers. Thomas Hopkins, Pasadena, California, were the Structural and Mechanical Engineering Consultants on the project.

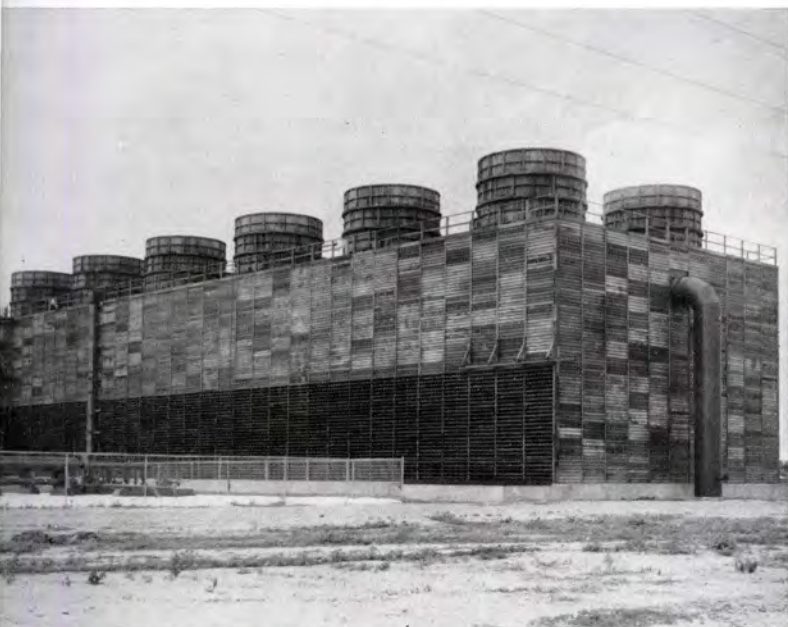
The gear reducers used in the plant are LUFKIN Type Hi-Q Models 320D and 456D. This equipment is very heavy duty and well-suited to the rugged work load imposed. Lufkin is proud to be a participant in the construction of Consolidated's modern mechanized Orange facility. Choice of Lufkin Reducers was based on dependable operating history, extra heavy gear construction, availability of "round-the-clock" Lufkin service, and economy. Lufkin Hi-Q Gear Reducers are standard, proven, production units reflecting low costs.



HEAD pulley on No. 3 Pit conveyor is driven by Lufkin Hi-Q Reducer 456D. The dragline (left background) is used to keep sides of the pit at an approximate 60° angle—a safety precaution to prevent a cave-in

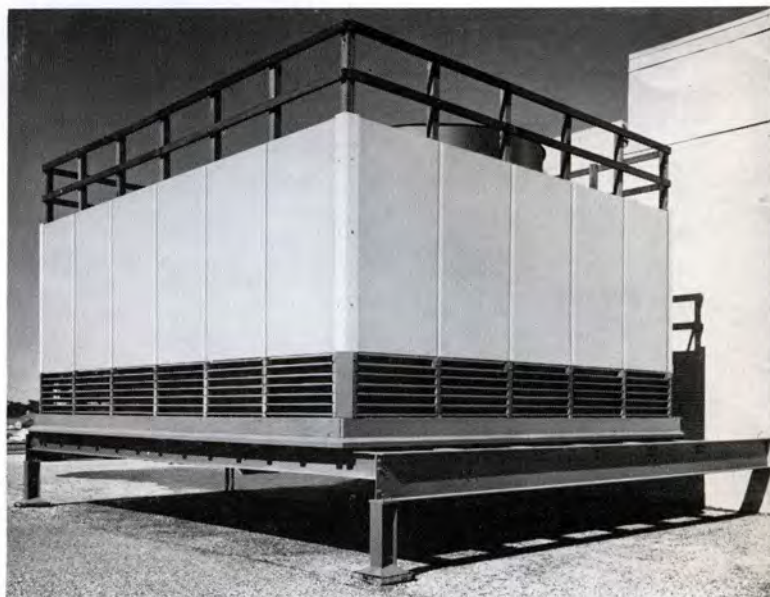


THIS is a 10-cell concrete cooling tower designed and erected by Slough-De Flon Company, cooling tower engineers, with general offices in San Dimas, California



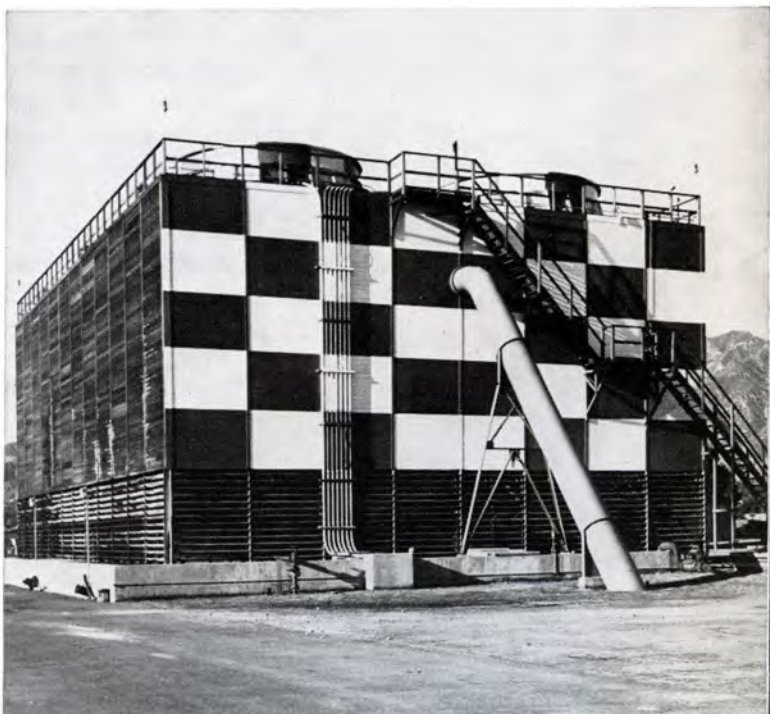
THIS 12-cell cooling tower was erected in 1957 by Foster Wheeler Corporation, Cooling Tower Division, with general offices in San Mateo, California, for Central Power and Light Co., Mission, Texas. Gears are Lufkin Model 120-VB, 9.17-1 ratio, rated at 75 HP, 24-hour continuous duty, 1750 RPM motors

THIS 6-cell tower was built by Foster Wheeler Corporation, Cooling Tower Division, San Mateo, California, for the City of Glendale, California, Department of Power and Light, in 1953. Lufkin Model 100-VB gears are installed. Red and White checker-board coating is for safety purposes since tower is near end of an air strip



THIS air-conditioning cooling tower, located in a Southwestern United States shopping center, was built by Fluor Products Company, Santa Rosa, California. Two Lufkin model 50-VB spiral bevel gear speed reducers are installed in the tower

• COOLING





TWO LUFKIN Model DVB-80 Double Reduction Gears operating for Continental Oil Company. Tower is located at Lake Charles, Louisiana, and was built by Slough-De Flon Company. Rating of gears: 100 HP at 10.7 to 1 ratio, 1750 RPM input



THIS modern, high efficiency induced draft cooling tower at a Southern California oil facility was converted from an atmospheric type tower of twice the size by Fluor Products Company, Santa Rosa, California. Lufkin supplied the three model 50-VB spiral bevel gear speed reducers

TOWER installations

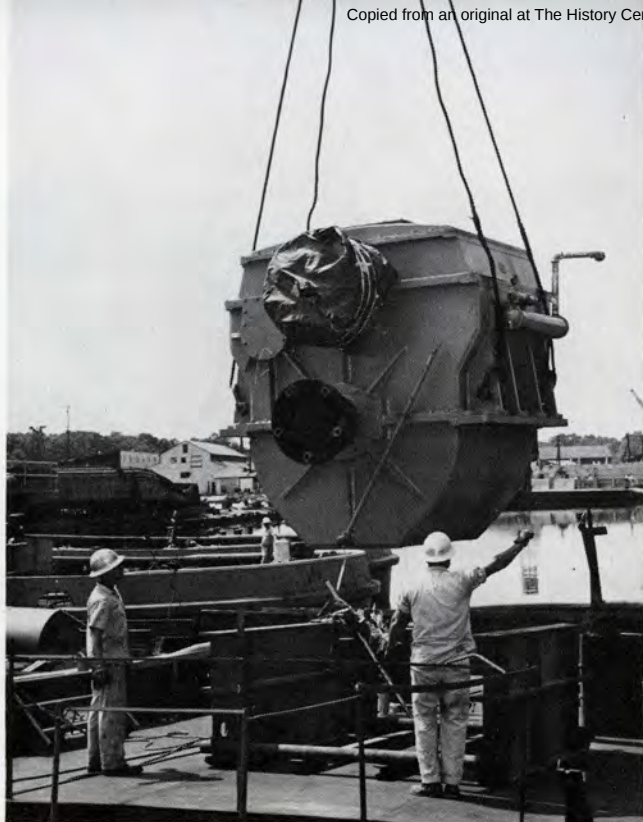
A highly specialized unit was developed by Lufkin for cooling tower duty, and since 1949, Type "VB" gears have earned recognition for their reliability and trouble-free service. Many thousands are now operating on a 24-hour per day duty.

"VB" gears are of the spiral bevel type, mounted in rugged cast iron housings, and alloy heat treated shafts are supported by Timken bearings. Lufkin strives for more than 100,000-hour average life at all bearing points, which far exceeds AGMA minimum standard requirements.

Major cooling tower manufacturers in the United States look to Lufkin as a regular source of gearing for their mechanical draft towers. A few new and recent installations are shown on these pages.

THIS 4-cell induced draft cooling tower was erected by George Windeler Co., Ltd. of San Francisco, California, for Union Oil Company of California at Wilmington, Calif. Gears are Lufkin Model 90-VB





LUFKIN RS4222 Reverse Reduction Gear being lowered into position in engine room of Class 760 YTB tugboat



NAVY YTB 757 Tugboat Oshkosh during official trials



LUFKIN [★]Joins the NAVY.

DURING the past several months, the United States Navy has placed in service seven YTB tugboats designed and built by Southern Shipbuilding Corporation of Slidell, Louisiana. The YTB's, all identical, are a new series of Navy Tugs—Class 760.

Each of the YTB Class 760 Tugs is powered by a Fairbanks Morse 10-cylinder 38D 8¹/₈ opposed-piston marine diesel engine driven through a Lufkin RS4222 Reverse Reduction Gear.

These tugs were designed and constructed to commercial specifications. The Navy asked for a harbor tug capable of docking and handling large naval ships, particularly aircraft carriers, and

suitable for full ocean service with operation ranges for emergency rescue service. In addition, the Navy required a tug that would be available for waterfront fire protection.

The Lufkin RS4222 Reverse Reduction Units were furnished with a shaft speed in reverse approximately five percent higher than the speed in forward. The slightly higher shaft speed in astern provides better propeller efficiency.

The RS4222 Units, as are all Lufkin Units, were built and certified by the American Bureau of Shipping to become a part of the machinery of a classed vessel with the notation in the record book of AMS signifying the highest classification for machinery and special survey during construction.

Having furnished many LST propulsion gears during World War II, Lufkin is proud to become a part of the new and modern United States Navy.



VIEW of completed class 760 YTB tugboat showing Lufkin RS4222 Reverse Reduction gear and the spacious engine room



...and keeps the tugs moving, too

CANAL Barge Company, Inc. of New Orleans, Louisiana, recently added sister towboats Susan Lane and the Eugenie P. Jones to their fleet of towboats which move chemicals, liquid sulphur, petrochemicals, lubricating oils and the entire range of liquid petroleum products.

The Susan Lane and Eugenie P. Jones, which push cargoes of molten sulphur, were built by Dravo Corporation of Pittsburgh, Pennsylvania. Each towboat is powered by twin Nordberg FS-138-HSC four-cycle Supairthermal engines driving through Lufkin RSQ3620 Reverse Reduction Gears. Each vessel has a combined horsepower of 4320 turning propellers at 219 RPM.

The Susan Lane and Eugenie P. Jones are 148 feet long, have a beam of 34 feet and a draft of 8½ feet. They move molten sulphur in heated tank barges from mines at Port Sulphur, Louisiana, to distribution terminals at Joliet, Illinois and Wellsville, Ohio.

Lufkin's units were built to the exacting standards of and inspected and certified by the American Bureau of Shipping.

CANAL Barge Company's sister towboats Susan Lane and Eugenie P. Jones are pictured here during trials at Dravo Shipyard



LUFKIN

GEAR

INSTALLATIONS

1 LUFKIN N1810A and LUFKIN D1824 High Speed and Slow Speed Reducers, South Coast Corporation, Louisiana, for sugar mill installation

2 LUFKIN NT1280 Triple Reduction High Speed Reducer with Reverse Drive for Unloading Carriages, Duhe and Bourgeois Sugar Company, Jeanerette, Louisiana

3 LUFKIN Model DC3620 Cutter Head Gear Drive for Dredge "Shary" for Bauer Dredging Co., Port Lavaca, Texas

4 & 5 SHOWN here are the forward and aft side of LUFKIN Model CSQ6000 Marine Compound, Ratio 4.8-1. This unit will be installed in Bureau of Fisheries Research vessel now being built by Southern Shipbuilding Corp., Slidell, La. The research vessel will be powered by two Caterpillar Model D379 (Series A) diesel engines

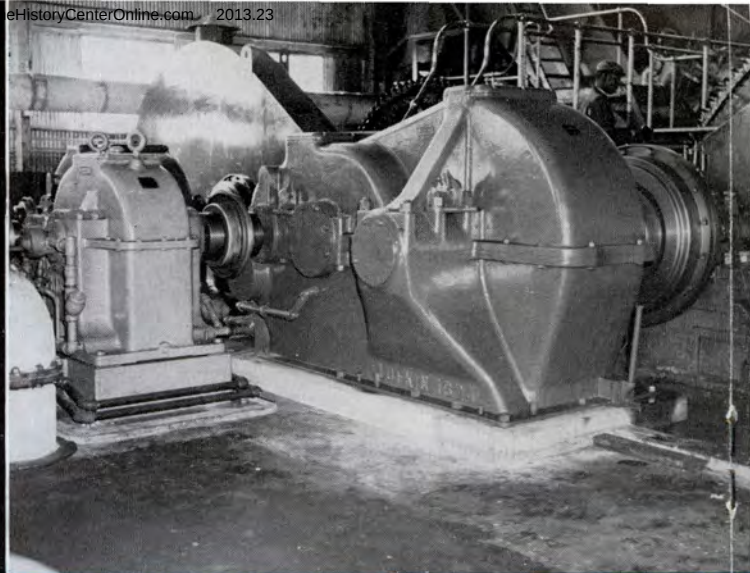
6 LUFKIN Model DV4420 Dredge Cutter Head Reduction Gear, Construction Aggregates, Inc., Miami, Florida. Lufkin cutter head reduction gears are continuous tooth herringbone with coarse pitch for extremely heavy shock tooth loads. Gears are enclosed in water tight housings and can operate under full load and speed at any angle up to 60 degrees with the horizontal. Housings are fabricated from heavy steel plate and castings, and are stress relieved before machining, jig bored, and heavily ribbed to prevent distortion under load. The reduction gear unit is equipped with a positive self contained lubrication system

7 LUFKIN N1610A Hi Speed Single Reduction and LUFKIN D1280 Low Speed Double Reduction Reducers, Helvetia Sugar Cooperative, Convent, Louisiana

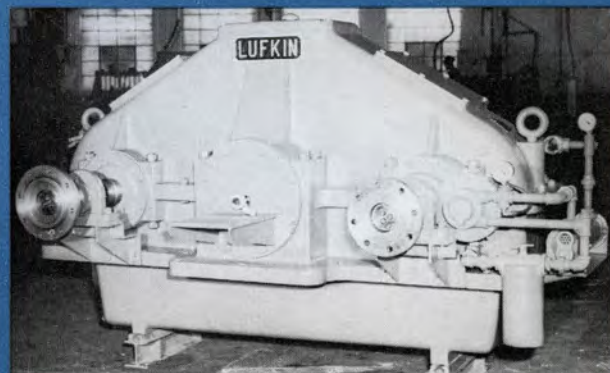
8 LUFKIN M147B Speed Reducer, Cora-Texas Manufacturing Co., White Castle, Louisiana

9 LUFKIN N127A Hi Speed Single Reduction and LUFKIN D912 Low Speed Double Reduction Reducers, Cora-Texas Manufacturing Co., White Castle, Louisiana

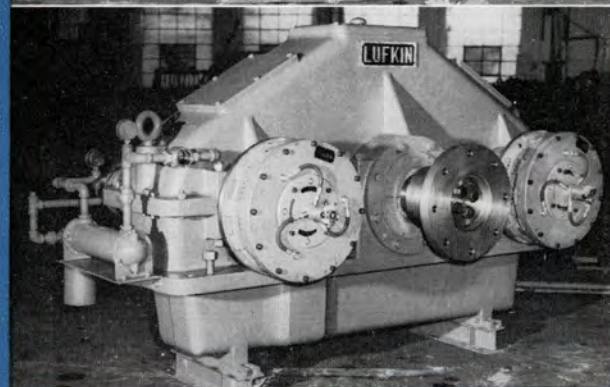
10 LUFKIN N189A Speed Increaser Driving Carrier Compressor, Sunray Mid-Continent Oil Co., La Ward, Texas



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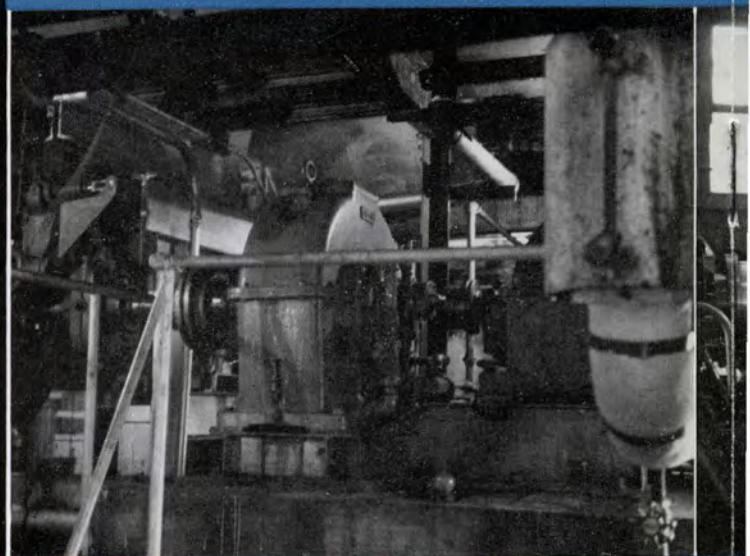


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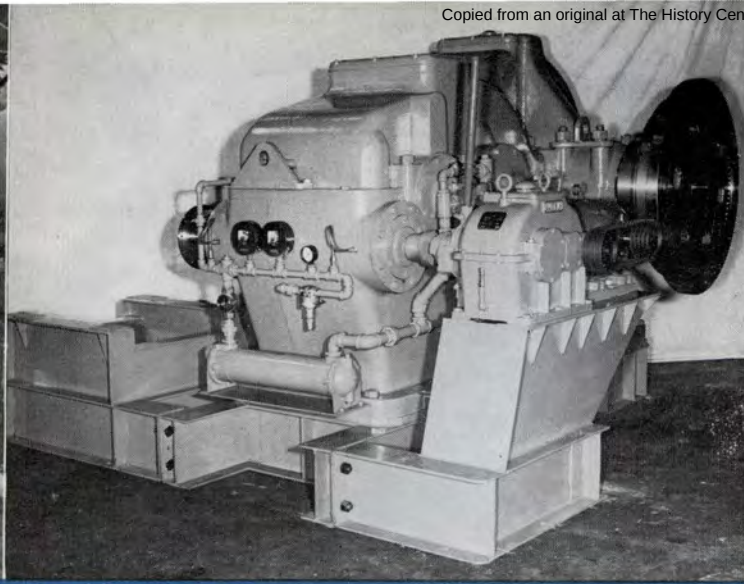


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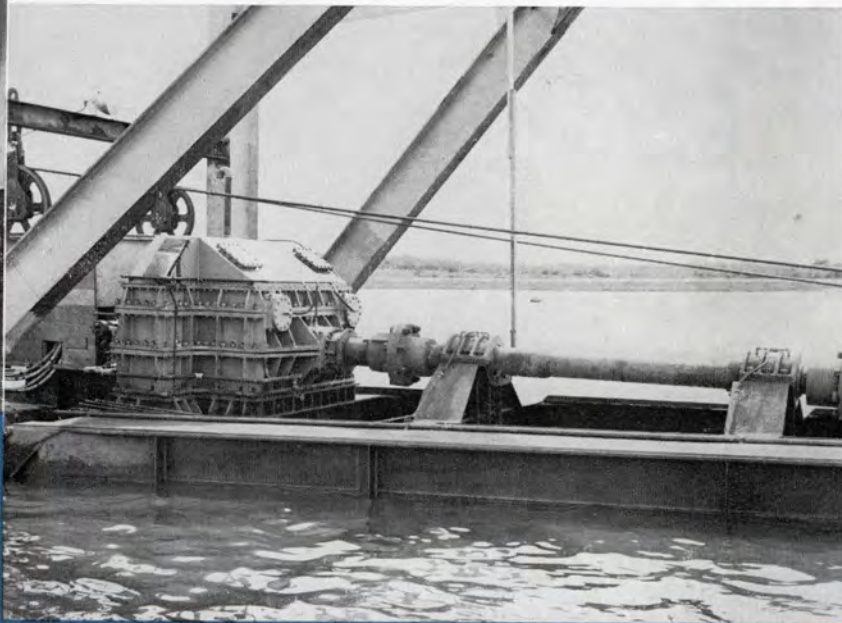
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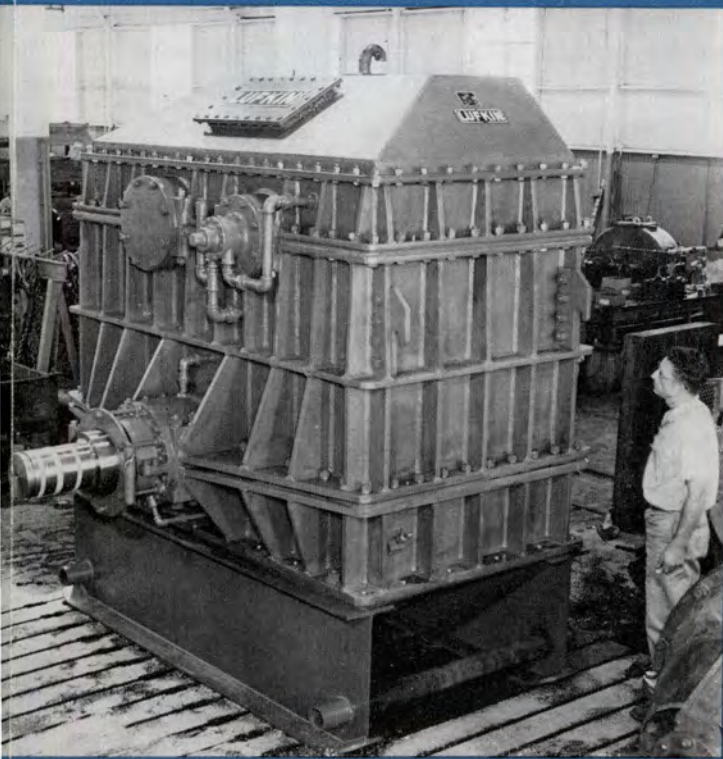
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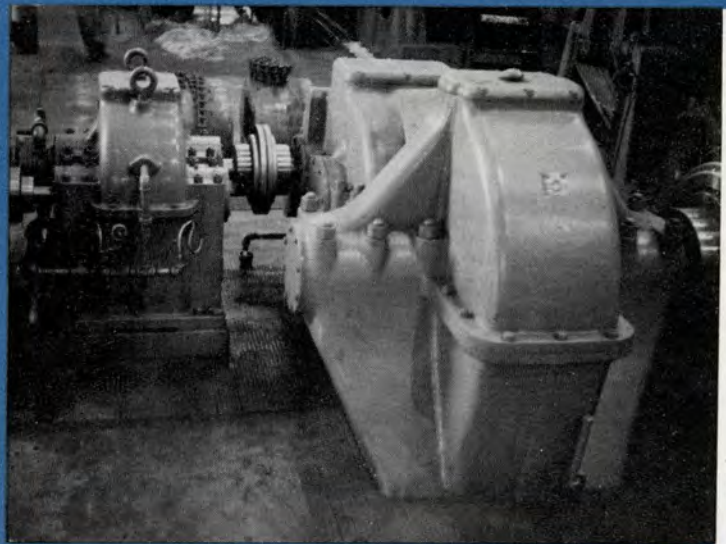
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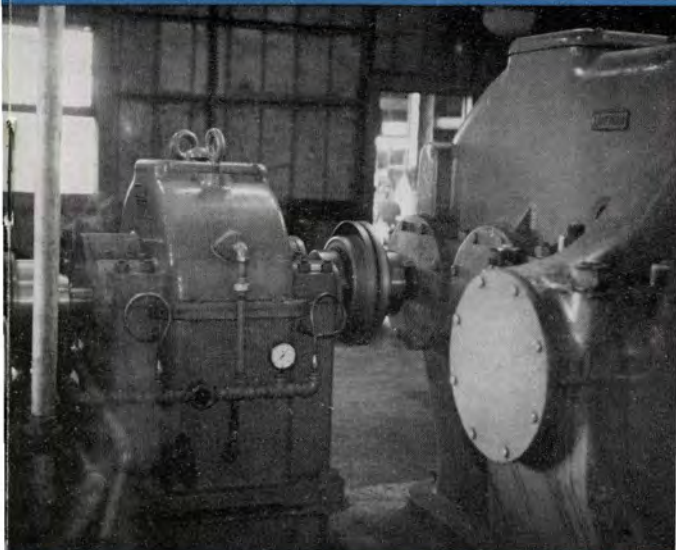
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Tyler, Texas



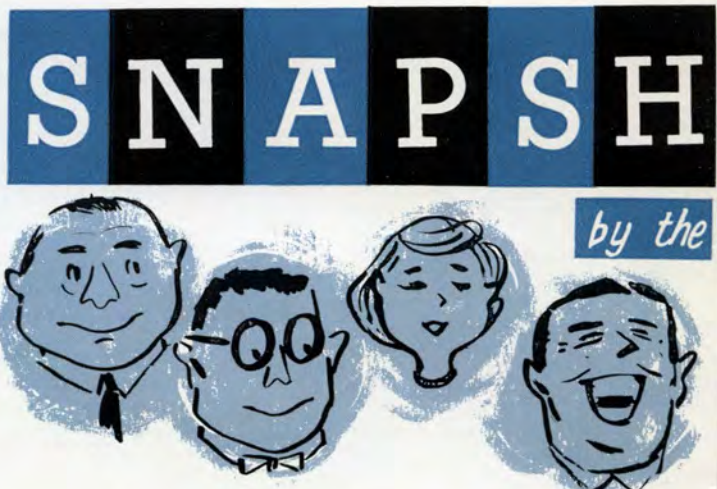
MR. & MRS. HERB MILLER
Amerada Petroleum Corp.
Tulsa, Okla.



MR. & MRS. WESLEY W. MOORE
British American Oil Co.
Dallas, Texas



Left to right: WARREN CARLSON, The California Co., Denver, Colo.; FRED GRIFFIN, Lufkin Foundry, Lufkin; BERT STEWART, The California Co., Denver, Colo.; IVAN ALSPA, Frontier Refining Co., McCook, Neb.; JIM ROE, Lufkin Foundry, Denver; JOHN PAYNE, Shell Oil Corp., Denver; TED HEISER, Colorado Oil and Gas Co., Denver



W. H. BARLOW, left, Ohio Oil Co., Findlay, Ohio; LOUIS H. SHEARER, Ohio Oil Co., Houston, Texas



BEN E. CARTER, left, Union Producing Co., Shreveport, La.; L. A. (PETE) LITTLE, Lufkin Foundry, Lufkin



MARK D. JACKMAN, left, Bert Fields Co., Dallas, Texas; TOM CROWDER, JR., Lufkin Foundry, Kilgore, Texas

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Humble Oil & Refining Co.
Houston, Texas

MEMBERS of the Kilgore and Longview Desk and Derrick Clubs visited Lufkin Foundry and Machine Co. recently and were photographed after making a tour through the plant. Front row, left to right: MARY BECHTOLD, Carl Johnstone, Jr., Longview, Texas; LURA CALHOUN, Sun Oil Co., Gladewater, Texas; MARGARET CHAMBERS, Tidewater Oil Co., Kilgore, Texas; THELMA PERKINS, Jack Anderson Engine Co., Kilgore; GLORIA MARBLE, Gulf Oil Corp., Kilgore; ANN HALLIBURTON, Producing Properties, Inc., Longview; SALLY STIERWALT, Jim McMurrey Est., Kilgore; ELIZABETH BROWNING, Overton, Texas

Second row, left to right: VIRGINIA KEMPER, Trice Prod. Co., Longview; LAURA KNOTTS, A. W. Hemdree Co., Longview; BILLIE JO BROOKS, Hollandsworth & Travis, Longview; MARGUERITE ADAMS, Carter Jones Drlg. Co., Kilgore; GRACE HOSEY, Snead & Harbour, Longview; ANN BROWNING, Carter Jones Drlg. Co., Kilgore; LUDA BELLE WALKER, Lufkin Foundry, Lufkin; Back row, left to right: PARK CHAMBERS, Kilgore; LAURA DOUGLASS, Lufkin Foundry, Lufkin; MAURINE MORGAN, Bell Supply Co., Kilgore; MARY BAKER, Texas Eastman, Longview; BETTY MARTIN, Lufkin Foundry, Lufkin; NEIL STIERWALT, Kilgore



THESE are members of the 13th term of the School of Production Technology of Kilgore College who visited the manufacturing plant of Lufkin Foundry & Machine Co. recently. Front row, left to right: FRED GRIFFIN, Lufkin Foundry, Lufkin; ALFRED B. JERNIGAN, Murphy Corp., Shreveport, La.; MOHAMMED ABDULQADR, Arabian American Oil Co., Dhahran, Saudi Arabia; RAMON LANZA, S. A. Petrolera Las Mercedes, Caracas, Venezuela; CHIN FENG HWANG, Chinese Petroleum Co., Miaoli, Taiwan; PO TSOU, Chinese Petroleum Co., Second row, left to right: BILL E. YESTER, The Ohio Oil Co., Cody, Wy.; ANIL KUMAR GUPTA, Oil and Nat-

ural Gas Comm. Dehradun, UP, India; L. E. OSPINA, Texas Petroleum Co., Bogota, Colombia; PEDRO GERARDO CEDENO, Creole Petroleum Corp., Maturin, Venezuela; MR. CLEVELAND; AL-AJAJI, ABDUL RAHMAN, Arabian American Oil Co., Dhahran, Saudi Arabia; Third row, left to right: KADUNGON DAMODARAN, Oil and Natural Gas Comm., Dehradun, UP, India; RANCE EDWARD FISHER, Cabeen Exploration Corp., Calgary, Alberta, Canada; JOE BYRD, Lufkin Foundry, Lufkin; RICHARD HOLCOMBE, DON NICHOLS, W. T. CROWDER, JR., Lufkin Foundry, Kilgore, Texas; LEE ROBINSON, Mobil Oil Co.; MILTON WALTHER, DON McCARN, both with Lufkin Foundry, Lufkin

R. C. COLE, Marine Division
Humble Oil & Refining Co.
Houston, Texas

RAY C. BELSLEY, Marine Division
Humble Oil & Refining Co.
Houston, Texas

Left to right: MR. & MRS. PETE DE FRANK, Jet Research Station, Arlington, Texas; MR. & MRS. GEORGE EDGERTON, Humble Oil & Refining Co., Kingsville, Texas





PAUL KESSLER
Cora-Texas Manufacturing Co.
White Castle, La.



H. A. ROUSSEAU
Cora-Texas Manufacturing Co.
White Castle, La.



WALTER MARX
Fairbanks, Morse & Co.
Houston, Texas



Left to right: HAROLD BLUDWORTH,
LONNIE BOND, MARVIN BLUDWORTH,
Bludworth Shipyard, Houston, Texas



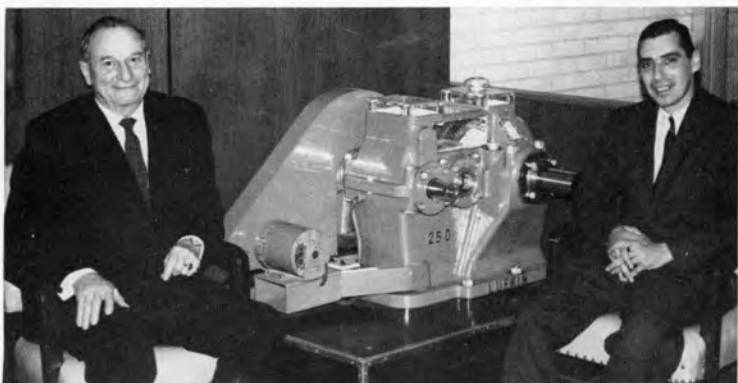
Front row, left to right: L. A. LITTLE, Lufkin Foundry, Lufkin; BEN QUEEN,
Lufkin Foundry, Tulsa, Okla.; C. D. RICHARDS, Lufkin Foundry, Lufkin; BUD
WALTS, Sinclair Refining Co., Tulsa; Back row, left to right: ALLEN THOMAS,
Blackwell Oil & Gas Co., Tulsa; VICTOR MEITZEN, Phillips Petroleum Co., Pauls
Valley, Okla.; DEWEY CARR, Shell Oil Corp., Oklahoma City, Okla.; FRED
GRIFFIN, Lufkin Foundry, Lufkin



ED RASSINIER
Trunkline Gas Co.
Houston, Texas



A. J. CHAUVIN
Helvetia Sugar Cooperative
Convent, La.



LEN KAUTZ, left, John J. McMullen Assoc., New York, New York; DAVE ABRAMS,
Pratt and Whitney Aircraft, Hartford, Conn.



H. T. BURTON, South Coast
Corporation, Oaklawn Factory,
Franklin, La.



M. M. MORON
Iberia Sugar Cooperative
New Iberia, La.

LEE WEBSTER
Katy Oil Co.
Abilene, Texas

WILBUR R. WHITE
Cities Service Petr. Co.
Wichita Falls, Texas

GLENN STEARNS
British American Oil Co.
Dallas, Texas

IVAN TUCKER
Atlantic Refining Co.
Corpus Christi, Texas





Front row, left to right: DON L. CRAWFORD, Mene Grande Oil Co., Lagunillas, Venezuela; PAUL GREGORY, Producing Properties, Andrews, Texas; ED PORTER, Phillips Petroleum Co., Odessa, Texas; JACK DERRINGTON, Shell Oil Co., Midland, Texas; FRANK HARGAS, Continental Oil Co., Odessa, Texas; AL COE, Cities Service Oil Co., Odessa, Texas; HANK BURNETT, Lufkin Foundry, Odessa

Second row, left to right: R. L. FEHRMANN, Sun Oil Co., Maracaibo,

Venezuela; BILL COUCH, Sun Oil Co., Maracaibo, Venezuela; R. L. POLAND, FRED GRIFFIN, JOE BYRD, COOPER RICHARDS, all with Lufkin Foundry, Lufkin, Texas

Third row, left to right: DON McCARN, Lufkin Foundry, Lufkin; GENE ALLEN, DOUG PATTON, both with Cities Service Oil Co., Chickasha, Okla.; HENRY KNIGHT, Humble Oil & Refining Co., Purcell, Okla.; LUTHER TACKETT, BILL TROUT, both with Lufkin Foundry, Oklahoma City, Okla.; MARION CARTER, Humble Oil & Refining Co., Purcell, Okla.



Left to right: R. DALGLEISH, J. S. T. WILLIAMS, both with Gulf of Georgia Towing Co., Ltd., Vancouver, B. C.; EARL D. BRUNT, Finning Tractor & Equipment Co., Ltd., Vancouver, B. C.



MEMBERS of the Tyler Desk and Derrick Club visited Lufkin Foundry & Machine Co. and were photographed following a tour of the plant. Front row, left to right: LOUISE CAMPBELL, Humble Oil & Refining Co., Tyler, Texas; MARGARET SALEH, Shell Oil Corp., Tyler; JO ANN KAMEL, Dallas, Texas; MRS. HARRIETTE TURNER, R. W. Fair Interests, Tyler; BETTY MARTIN, Lufkin Foundry, Lufkin

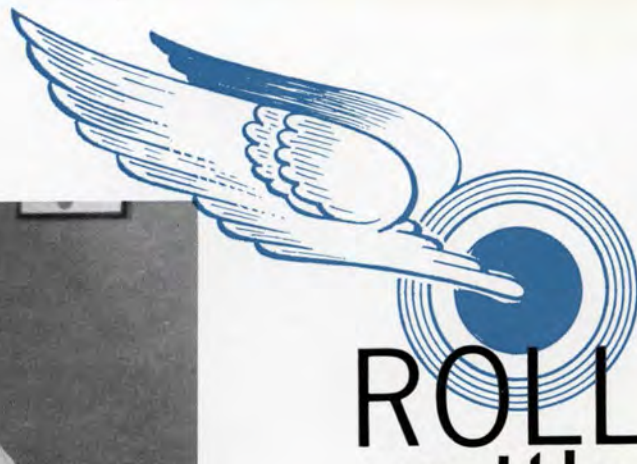
Back row, left to right: RUBY COOPER, Lufkin; NINA POPE, C. M. Pope, Jr., Tyler; ANN KELM, J. G. Walker, Jr., Tyler; LUDA BELLE WALKER, Lufkin Foundry, Lufkin; TOMMIE SMART, Delta Drlg. Co., Tyler; SELMA KORKMAS, The Superior Oil Co., Tyler; LAURA DOUGLASS, Lufkin Foundry, Lufkin

ATTENDING the annual Lufkin Gear Sales Conference held at the manufacturing plant in Lufkin were these Lufkin Foundry & Machine Co. gear representatives. Left to right, front row: JOE RANDOL, Houston; W. A. SCHULLER, Lufkin; C. D. RICHARDS, Lufkin; GENE JOHNSON, Chicago; V. J. FAWCETT, Los Angeles; R. L. POLAND, Lufkin; CHARLES DYER, Tulsa, Okla.; H. H. MULLER, Dallas

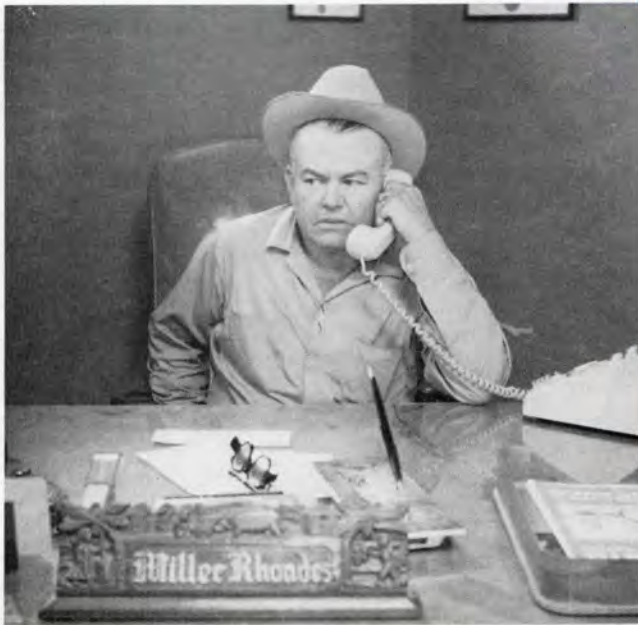
Second row, left to right: J. B. HOPPER, Lufkin; A. R. BEAULIEU, New York; GENE TATE, JERRY SNELL, BILL LITTLE, all of Lufkin; JIM ROE, Denver, Colo.

Back row, left to right: B. M. ANDERSON, DON SMITH, both of Lufkin; B. C. BURNETTE, Lafayette, La.; W. H. MINER, Houston; DAVE BISHOP, Cleveland, Ohio; and L. A. (PETE) LITTLE, vice president, Lufkin





ROLL with RHOADES



MILLER (SALTY) RHOADES,
President

IN THE little town of Gause, Texas, northeast of Austin, Miller (Salty) Rhoades was born, but at the age of 4, his family moved to Taylor, 36 miles from Austin, where he was reared and educated. While still a boy in school, Salty Rhoades got into the trucking business. In 1929, he bought a 1929 Chevrolet truck with a Martin Pole Trailer equipped with a removable bed. The pole trailer was built by Martin Wagon Company, predecessor of Lufkin Trailers, a division of Lufkin Foundry and Machine Company. In 1931, Rhoades Truck Line was formed.

With this equipment, Rhoades made from two to three roundtrips to Houston every weekend hauling cotton, and was back in his school room on Monday mornings. He hauled the cotton at \$5 per bale and says he made more net money on these loads than he can now hauling with a rig that costs \$14,000.

Salty remembers that in those day when he was hauling cotton, gasoline sold for 13½ cents per gallon and oil sold for 20 cents per quart. He used dime store mothballs as his ethel gasoline additive. On his truck and trailer were 32x6 10-ply tires.

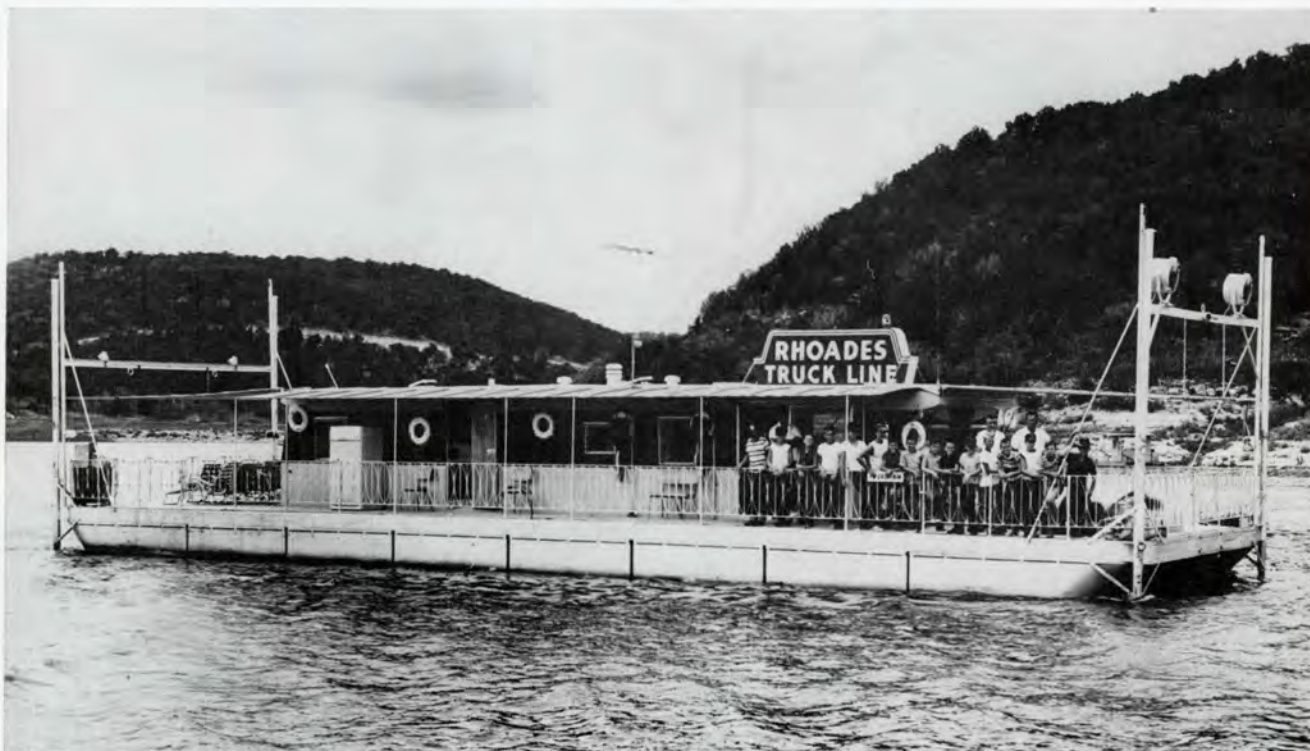
“When the load was too much for the trailer bed,” recalls Mr. Rhoades, “a few turns on turn-buckles would straighten it out.”

In 1944, Salty moved to Austin and set up headquarters in that city where they are today. Terminals are located in San Antonio and Houston.

Through unceasing hard work and uncompromising service to customers and friends, Rhoades Truck Line has grown from one truck and trailer to a well-respected company operating 25 tractors and 40 trailers throughout the state of Texas. This heavy hauler company specializes in moving oil-field, contractors and road equipment and prides itself in having the finest and safest hauling equip-



SALTY Rhoades stands beside his first truck, a 1929 Chevrolet, and Martin Pole Trailer



HOUSEBOAT owned by Rhoades Truck line offers pleasure for friends, customers, and civic groups

ment available. They operate 24 hours per day, seven days per week around the calendar.

In 1950, Salty Rhoades diversified his activities by adding 26 mail trucks to his operations. These United States mail routes cover Austin, Llano, Brownwood, Lampasas, Eagle Pass, Laredo and San Antonio.

Rhoades Truck Line is a family affair. Salty has two sons and a daughter. One son, Eugene, is in the business in charge of sales. The other son, John Ben, is in The University of Texas. His son-in-law, Charles Eidell, is Purchasing Agent and in charge of the safety programs of the company.

Among the capable personnel of Rhoades Truck Line are Joe Switzer, manager of Houston terminal; Albert Peters, head bookkeeper; Jesse Nelson, Sales, Houston office; Evelyn Dodson, secretary, Houston office; Mary Cearley, billing clerk, Austin; Cecil Hill, superintendent of heavy hauling; and John Shell, shop foreman, Austin.

As part of the company's public relations program, a house boat is owned and operated on Lake Travis. It is used to entertain families, customers, Boy Scouts, Girl Scouts and various civic organizations.

For a daytime party, the boat will accommodate 40, and it will sleep 14 overnight guests. It is 75 feet long, 20 feet wide and it will cruise seven to

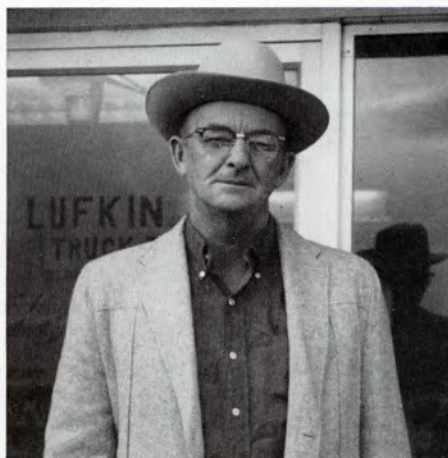


THIS load is a large dredge moved from Houston to Austin by Rhoades Truck Line. The load weighed 164,000 pounds and was 21 feet wide

eight miles per hour powered by two 35 horsepower motors. It has its own power plant, depth finder and is equipped with a 2-way radio. Generally, the boat is skippered by Salty or Eugene Rhoades.

In its 30-year history, Rhoades Truck Line has hauled everything from elephants to 400,000-pound "bubble" towers.

Lufkin is proud to have furnished recently 15 new trailers for Rhoades Truck Line.



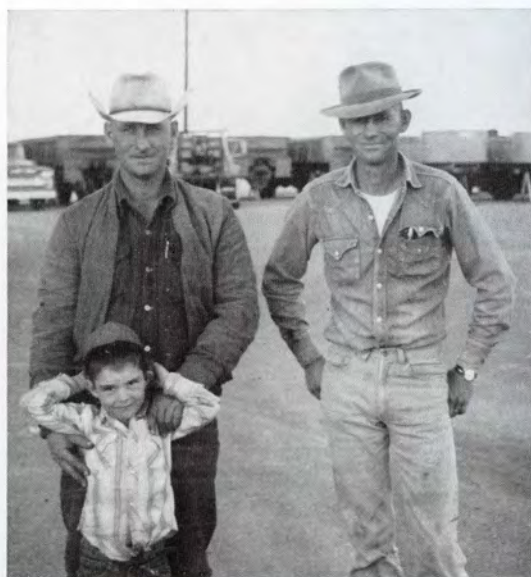
G. GORMAN
Gorman Trucking Co.
Lamesa, Texas



H. D. JORDAN
Mission Construction Co.
Odessa, Texas



T. G. McMILLIAN
A. C. McMillian Trucking Co.
Lubbock, Texas



Back row, left to right:
ALBERT (PEEWEE) STOKES, BOB STOKES. Front,
RUSTY STOKES, all of Causey, New Mexico

HERE and



THERE among



TRUCKING

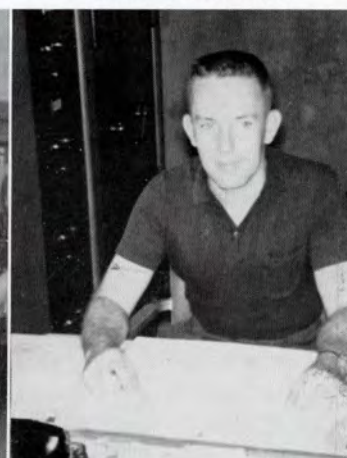
VERNON NEELEY
Sehill Steel Co.
Odessa, Texas



JERRY GILBERT
Jeffries-Eaves, Inc.
Hobbs, New Mexico



GROVER T. SMALLWOOD
H. J. Jeffries Truck Line
Oklahoma City, Okla.



JOE WOOLFOLK, Parker &
Parker, Inc. Construction Co.
Odessa, Texas





JAMES BALLARD
Odessa, Texas



C. RICHARDSON
Richardson Grain Co.
Wheeler, Texas



D. C. STOTTS
Stotts Trucking Co.
Lubbock, Texas



← **J. B. KING, left, BOBBY CRAFT, both with**
H. J. Jeffries Truck Line, Oklahoma City, Okla.

→ **EARL McCUTCHEON, left, JACK SEAGRAVES,**
both with H. J. Jeffries Truck Line, Oklahoma City, Okla.



← **T. L. CADENHEAD, Quality Steel Co., Lubbock, Tex.**

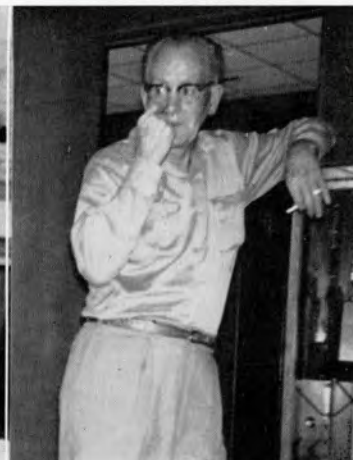
FOLK

PETE HOFFMAN
H. J. Jeffries Truck Line
Oklahoma City, Okla.

CHARLES (PENNY) KING
H. J. Jeffries Truck Line
Oklahoma City, Okla.

LES NOBLES
H. J. Jeffries Truck Line
Oklahoma City, Okla.

WILLIAM D. (RED) GLAZE
H. J. Jeffries Truck Line
Oklahoma City, Okla.





WALT HENDRICKSON
Lane Brothers Trucking Co.
Odessa, Texas



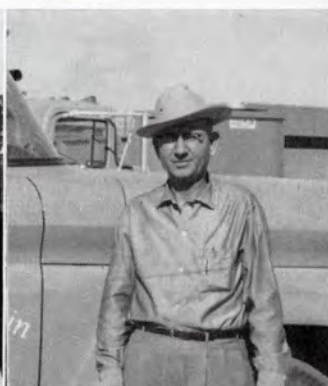
S. J. NEFF,
left, H. C. DAVIS,
both of Ballinger, Texas



RUFUS DOUGLASS
W. M. (Billy) Walker, Inc.
Hobbs, New Mexico



SHORTY WILKINS
John T. Dunn Trucking Co.
Odessa, Texas



L. FULTON
Farmers Cooperative Gin
Floydada, Texas



JEFF McSPADDEN
Eddins-Walcher
Odessa, Texas



JACK ADUDELL
H. J. Jeffries Truck Line
Oklahoma City, Okla.



CLYDE WATERS
H. J. Jeffries Truck Line
Oklahoma City, Okla.



JOHN DUNN
Parker and Parker, Inc.
Odessa, Texas



LLOYD STITH
The Chief Lines
Tulsa, Oklahoma

SEAGLE SLOAN
R & S Automatic Welding Co.
Muskogee, Okla.

HERSHEL NEELEY
H. J. Jeffries Truck Line
Oklahoma City, Okla.

WALTER HINTZ, JR.
H. J. Jeffries Truck Line
Oklahoma City, Okla.

LOWELL GRISHAM
H. J. Jeffries Truck Line
Oklahoma City, Okla.





Avenue of the Giants

"AVENUE of the Giants," formerly the Redwood Highway, is bypassed here by new Redwood Freeway, allowing motorists a leisurely view of the world's most awe-inspiring trees

—Redwood Empire Assoc. Photo

ALL roads will lead to Seattle this spring and summer for America's first World's Fair in 22 years; and the most beautiful road has a redwood lining.

Going or coming, many travellers will choose a verdant interlude along the Redwood Highway of Northern California and Southern Oregon, one of the world's most pictured thoroughfares.

For here grow in towering profusion the virtually eternal *sequoia sempervirens*, or Coast Redwoods, so close that the motorist can reach out and touch them if he chooses. Many trees are more than 2000 years old and 350 feet tall. These "ambassadors from another age" inspire reverence and awe as the visitor looks upward in the forest hush.

Almost a logging trail 35 years ago, the Redwood Highway (U. S. 101) between San Francisco and Crescent City has seen hundreds of millions in improvements spent by the State of California. Today the 285 miles between San Francisco and

Eureka is an easy day's scenic drive, where excellent accommodations await the Fair-goer.

Last October, the State completed a 12-mile, 4-lane stretch of the new Redwood Freeway along the Eel River, some 80 miles south of Eureka. Bordered by great evergreen spires, the freeway permits a blend of speed and sightseeing unique in the United States.

Yet the more leisurely nature-lover isn't slighted. The old highway, two lanes wide, is preserved parallel to the new freeway, so that camera fans and beauty enthusiasts can drink in their fill of the earth's most spectacular trees. This 12-mile stretch, once the busy north-south artery has been named appropriately "The Avenue of the Giants." Eventually it will be extended, as more freeway replaces it.

Color folders and information about this fascinating region—gateway to the '62 Fair—may be obtained free by writing the Redwood Empire Association, 46 Kearny St., San Francisco.

NEWEST and most spectacular addition to famed Redwood Freeway of Northern California is this 4-lane section south of Eureka.

—Redwood Empire Assoc. Photo





Things Men Like To Hear A Girl Say:

1. "No, I've never seen the golf course at night."
2. "Why bother, there's no one home here."
3. "You don't think this bathing suit is too tight, do you?"
4. "Let's go dutch."
5. "Chaperone? What chaperone?"
6. "No, it really doesn't make any difference whether I get back at all tonight."
7. "My, but I'm cold."
8. "We could always move in with my family."
9. "Yes."

"What's puzzling you?" asked Mamie's gal friend.

"Well, you know I've been going with Simon and I like him a lot, and now I have a proposal from Duke."

"Well, so what?"

"I can't make up my mind whether to be ducoed or simonized."

Two men were discussing the many reports of rape. "I just don't believe all these women who claim they were raped tell the truth," one of them said.

"Why don't you think so?" questioned the other.

"Well," said the first, "anyone knows that a woman with her dress around her knees can run faster than a man with his pants around his ankles!"

Three successive notices from a small country paper tell their own story:

December 2: "For Sale. Slightly used farm wench, in good condition. Very handy. Apply A. C."

December 4: Correction. Due to an unfortunate error, Mr. Cartwright's ad last week was not clear. He has an excellent winch for sale. We trust this puts an end to the jokesters who telephoned Mr. Cartwright and bothered his housekeeper, Mrs. Hoff, who loves with him."

December 6: "Notice—My winch is not for sale. I put a sledge hammer to it. I have had the telephone disconnected. I am not carrying on with Mrs. Hoff. She merely LIVES here. A. Cartwright."

And speaking of misspelling, a linotype operator misplacing an "m" for a "b" caused the following to appear in a divorce story in the mid-western newspaper. "Mrs. Jones asks divorce from Mr. Jones declaring he has amused her physically."

This is worth remembering: After an evening, or a week, or a month, or maybe a year, you get tired of her good-looking legs and wish the woman had some sense.

Interviewing a 65-year-old rodeo champion in Amarillo, Texas, a New York newspaperman remarked, "You're really an extraordinary man to be a rodeo champion at your age."

"Heck," said the cowboy, "I'm not neary the man my Pa is. He was just signed to play guard for a pro-football team and he is 88."

"Amazing," gasped the journalist. "I'd like to meet your father."

"Can't right now. He is in Fort Worth standing up for Grandpa. Grandpa is getting married tomorrow. He is 114."

"Your family is simply unbelievable," said the newspaperman. "Here you are a rodeo champ at 65. Your

father is a football payer at 88 and now your grandfather wants to get married at 114."

"Shucks, mister, you got that wrong," said the Texan. "Grandpa doesn't want to get married. He has to!"

A prematurely wise kid in a progressive school wrote this on his exam paper: "The safest kind of girl to take out is one who wears glasses. If you breathe heavily on them, she no longer is able to see what you're doing."

The cynic says that while a gal is waiting for the right man to come along, she might as well have fun with the wrong ones.

Psychologist: "I suppose you and your husband worry a lot because you haven't any children?"

Shy Bride: "Oh, yes. We've spent many a sleepless night over it."

"Do you know what they call the man who doesn't believe in birth control?"

"No, what?"

"Daddy!"

She had planned to get her driver's license before the wedding so that she could share the driving on their honeymoon, but she became so absorbed with wedding details that she never got further than making application for a beginner's permit.

On the day itself, shortly after the couple had left the reception, the bride reappeared at the front door.

"What happened?" she was asked.

"Oh, nothing," said the bride, heading for the stairs, "I just forgot my learner's permit."

A beautiful moon shone down on the parked car in which sat Gayle and her bashful boy friend.

"Dear, you remind me of Don Juan, the great lover," murmured Gayle.

"Why?" he asked hopefully.

"For one thing," snapped Gayle, "he's been dead for years!"

*for the Long,
Hard, but
Profitable Haul*

LUFKIN'S TANDEM FRAMELESS HYDRAULIC DUMPS

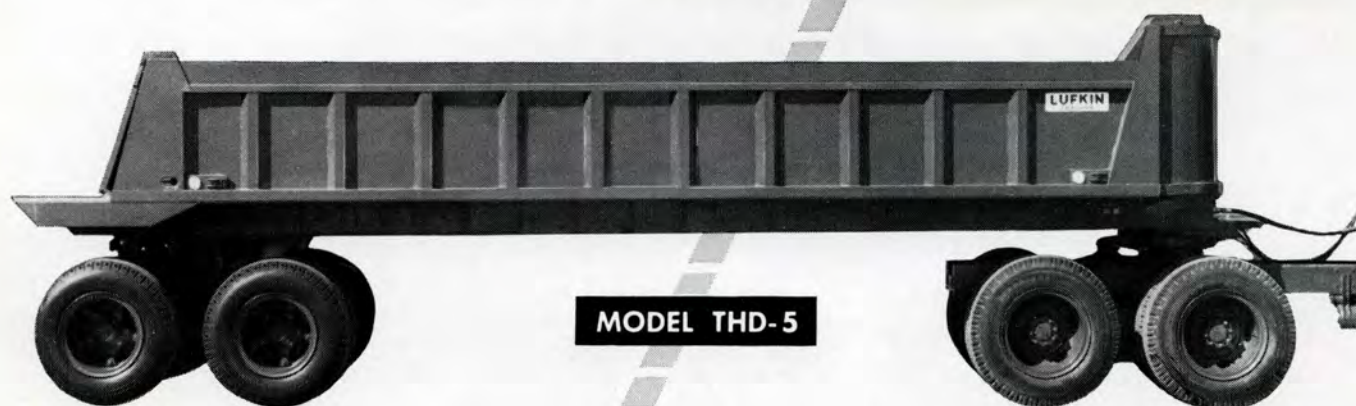


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FOR USE WITH SINGLE AXLE TRUCK
14 TO 18 YARD CAPACITY

HOIST HOUSING AND FRAME EXTENDED
TO MEET "BRIDGE FORMULA" LAWS

**HOIST CAPACITIES
PAYLOAD RATED**



MODEL THD-5

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16 TO 22 YARD CAPACITY

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DEM TRUCK WEIGHT DISTRIBUTION**

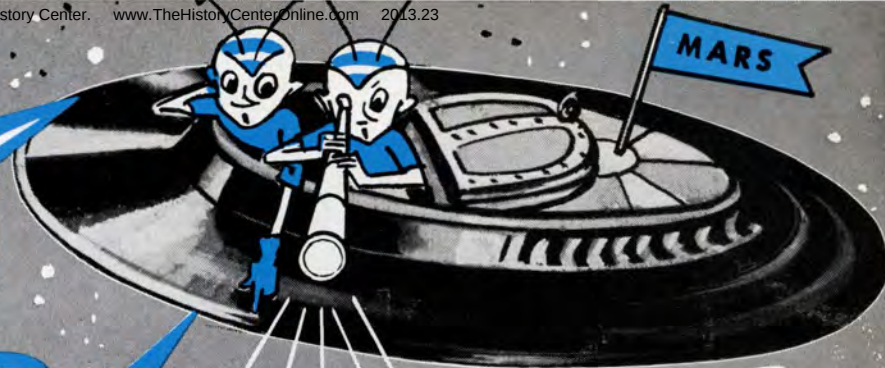
Look at those big birds
standing all over the Earth,
flapping their wings and
pecking the ground!

Those are not birds — they're

LUFKIN pumping units

(over 67000 of them)

If we hit one when we land we'll
be torn to bits. They're the
toughest machines on Earth —
PRACTICALLY INDESTRUCTIBLE!



EARTH OR
BUST!



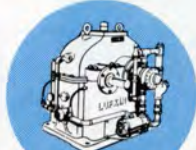
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FARMINGTON • SEMINOLE • TULSA • NEW YORK • PAMPA • STERLING • MARACAIBO, VENEZUELA • ANACO, VENEZUELA

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